

FINANCIAL AND COMMERCIAL.

MONEY MARKET.

FRIDAY, AUGUST 5, 1910.

The stock market was very much depressed at the opening this morning, and throughout the tendency of prices was downward. Large lots of stock were offered, but could not be sold, except at prices which holders at present are not disposed to accept. What they refuse they may be glad to take next week. Most of the transactions in Erie today were for cash, and the purchasers principally the bears, for delivery. This tended materially to sustain prices; but even with this the depreciation was steady from the opening to the close. From the large purchases of Erie, the market might soon find them, we should like to see, if they were not particularly anxious to close their operations. Railroad stocks appear to be in bad odor, and they are rapidly changing hands. It has been thoroughly demonstrated that they are bankrupt and rotten in their finances, to the very core; and those who have lived so long upon faith and hope have abandoned all, and realized the best market price. At the first board to-day Erie closed at 10 1/2 per cent; Pennsylvania Coal, 4; Florence and Keyport, 4; Niagara, 4; Cumberland Coal, 4; Parker Vint, 1; Crystal Palace, 1; Hudson Railroad, 4; New York Central Railroad, 4; Erie Railroad, 4; Harlem, 4; Stonington, 4; Erie Income Bonds, 4.

At the Mining Board this morning there was not much activity; 100 shares North Carolina Copper sold at 8 1/4 per cent; 100 shares Copper Company, 3 1/2, seller 3 1/4, and 200 do, at 3 1/4.

After the adjustment of the first board to-day, Simons Draper sold at the following stock:

9 shares Hudson River Stone Dressing Co.	96
50 do Suffolk Bank	100
20 do American Exchange Bank	123
100 do New York and Staten Island Ferry Co.	120
100 do Erie Railroad	110
20 do Erie Railroad	110
20 do Erie Railroad	110
20 do Erie Railroad	110
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The one hundred tons of copper pyrites, from the mines of the North Carolina Copper Company, sold to-day, for account of that concern, brought prices ranging from \$4 1/2 to \$4 7/8 per cent, per cent.

The receipts at the office of the Assistant Treasurer of this port, to-day, amounted to \$104,283 97; payments \$182,822 10—Balance, \$8,398 102 93.

The amount of treasury notes outstanding on the 1st of August was \$115,161 64; on the 30th, \$101,681 64; on the 31st, \$101,681 64.

The annexed official statement exhibits the amount of tolls collected on all the New York State canals, in each of the past eight years—

NEW YORK STATE CANALS—TOLLS COLLECTED.			
Year	Tolls	Per cent	Per cent
1882	\$70,013	113,400	164,451
1883	81,309	113,400	164,451
1884	81,309	113,400	164,451
1885	81,309	113,400	164,451
1886	81,309	113,400	164,451
1887	81,309	113,400	164,451
1888	81,309	113,400	164,451
1889	81,309	113,400	164,451

A comparison of receipts for the two years, to July 22, 1892 and 1893, showing the general course of trade, is as follows—

Year	Tolls	Per cent	Per cent
1892	\$70,013	113,400	164,451
1893	81,309	113,400	164,451

On up freight car, \$204,689 \$204,074 \$204,085
On down freight car, \$204,689 \$204,074 \$204,085
On freight car, \$204,689 \$204,074 \$204,085

The Waterbury and Rome Railroad Company have declared a dividend, for the past six months, of five per cent. A company has just been organized to build a railroad from Oneonta to Indianopolis, along the Whitewater valley. The dispute as to whether the road should go through Lamo, or by way of Metamora to Rushville, has been settled, by leaving the location of the route to the engineers, who are to select the shortest, cheapest, and best.

The annexed report of the New Albany and Michigan City Railroad has just been issued. The stock subscriptions have reached \$210,000. There is already laid between New Albany and Michigan City 78 miles of track between Lafayetteville and Lafayette, 25 miles; and between Lafayetteville and Michigan City, 53 miles—making in all 121 miles, and leaving 114 miles still to lay. It is expected that the whole will be completed by May 1st, 1894. The entire cost of the road, with equipments, depots, etc., is put down at \$5,000,000; to finish which they have capital stock, \$2,210,000; bonds issued, \$1,500,000; and cash, \$5,210,000. The amount expended thus far has been \$4,004,069. This road is simply an extension of the Michigan Central to the river, and is constructed by the great influence of that company.

The Chicago and Rock Island Railroad was opened on March 31, for a little over half the distance, and is being operated by the contractors who have not yet procured full equipments for freight, yet the receipts for four months (chiefly from passengers) show a very gratifying result, viz—

Month	Passengers	Freight and mail
April	\$24,364 07	\$3,958 33
May	\$27,691 42	\$3,714 28
June	\$32,854 85	\$3,714 28
July	\$32,854 85	\$3,714 28

It is the intention of the contractors to have the whole road open to the Mississippi at Rock Island City, early in the spring, and to deliver it to the company on July 10th. The annexed statement exhibits the quantity and value of foreign dry goods entered at this port for consumption, for warehousing, and also the withdrawals from warehouses, during the week ending and including Thursday, August 4, 1893—

Entered for Consumption.	Withdrawn from Warehouses.
Woolens, \$10,156 66	Woolens, \$10,156 66
Cloths, 124 72	Cloths, 124 72
Forrests, 124 72	Forrests, 124 72
Stuffs, 21 30	Stuffs, 21 30
Cambrics, 2 12	Cambrics, 2 12
Delaines, 19 72	Delaines, 19 72
Coatings, 4 28	Coatings, 4 28
Shawls, 4 28	Shawls, 4 28
Laings, 10 49	Laings, 10 49
Blankets, 203 28	Blankets, 203 28
Hosiery, 131 10	Hosiery, 131 10
Gloves, 13 72	Gloves, 13 72
Merino shirts, 40 25	Merino shirts, 40 25
Headings, 16 47	Headings, 16 47
Yarn, 16 47	Yarn, 16 47
Carpeting, 66 17	Carpeting, 66 17

Entered for Consumption.

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Woolens, \$10,156 66	Woolens, \$10,156 66
Cloths, 124 72	Cloths, 124 72
Forrests, 124 72	Forrests, 124 72
Stuffs, 21 30	Stuffs, 21 30
Cambrics, 2 12	Cambrics, 2 12
Delaines, 19 72	Delaines, 19 72
Coatings, 4 28	Coatings, 4 28
Shawls, 4 28	Shawls, 4 28
Laings, 10 49	Laings, 10 49
Blankets, 203 28	Blankets, 203 28
Hosiery, 131 10	Hosiery, 131 10
Gloves, 13 72	Gloves, 13 72
Merino shirts, 40 25	Merino shirts, 40 25
Headings, 16 47	Headings, 16 47
Yarn, 16 47	Yarn, 16 47
Carpeting, 66 17	Carpeting, 66 17

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Cambrics, 2 12	Cambrics, 2 12
Delaines, 19 72	Delaines, 19 72
Coatings, 4 28	Coatings, 4 28
Shawls, 4 28	Shawls, 4 28
Laings, 10 49	Laings, 10 49
Blankets, 203 28	Blankets, 203 28
Hosiery, 131 10	Hosiery, 131 10
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Delaines, 19 72	Delaines, 19 72
Coatings, 4 28	Coatings, 4 28
Shawls, 4 28	Shawls, 4 28
Laings, 10 49	Laings, 10 49
Blankets, 203 28	Blankets, 203 28
Hosiery, 131 10	Hosiery, 131 10
Gloves, 13 72	Gloves, 13 72
Merino shirts, 40 25	Merino shirts, 40 25
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Blankets, 203 28	Blankets, 203 28
Hosiery, 131 10	Hosiery, 131 10
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Merino shirts, 40 25	Merino shirts, 40 25
Headings, 16 47	Headings, 16 47
Yarn, 16 47	Yarn, 16 47
Carpeting, 66 17	Carpeting, 66 17

RECAPITULATION.

Entered for Consumption.	Withdrawn from Warehouses.
Woolens, \$10,156 66	Woolens, \$10,156 66
Cloths, 124 72	Cloths, 124 72
Forrests, 124 72	Forrests, 124 72
Stuffs, 21 30	Stuffs, 21 30
Cambrics, 2 12	Cambrics, 2 12
Delaines, 19 72	Delaines, 19 72
Coatings, 4 28	Coatings, 4 28
Shawls, 4 28	Shawls, 4 28
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Blankets, 203 28	Blankets, 203 28
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Entered for Consumption.

is a moderate inquiry for cloths, which are sparingly tendered, though unimproved in value. Linens command a ready market, at asking rates. They are a little more active, but not dearer. Desirable kinds of lineseys are much needed at 22c, a 23c; less so kinds being 20c, a 21c. Mous. delaines attract increased attention, and realize full quotations. Seres are in poor supply and good demand, without variation in price. There is considerable animation in the market which are firm and uniform.